road company. If these workers are near, they visit the Post on week ends and holidays. Usually all these workers come back to the village when they become ill or too old to work. One complaint the Protestant missionaries make is that a man will leave the village for 6 months, become ill, and then return to the village to be treated. The missionaries claim that the Indians do not take care of themselves when away from the Post, that they spend their money on cane rum instead of buying warm clothing and sufficient food. The general pattern consists in a young man spending several years away from the village, then returning, marrying, and settling in the village. After settling down he goes out to seek employment only occasionally. Since 1942, wages have risen steadily in Brazil owing to inflation, so it is difficult to determine a standard wage at present. Before the war, wages paid for farm and ranch hands ranged from 5 to 10 cruzeiros a day (U. S. $0.25 to $0.50). Today, wages range from 15 to 30 cruzeiros a day (U. S. $0.75 to $1.50), but this money buys no more than before the war. From what has been said it can be seen that wages form an important source of Terena income.

(2) The manager of the Post always employs a number of Terena to work in the fields belonging to the Post, to take care of the Post livestock, and to build and repair the buildings belonging to the Post proper. The number of these workers varies; in January 1947 six men were thus employed. They received 14 cruzeiros a day. The employment of Indians by the Post has other purposes besides the maintenance of the Post. An effort is made to provide work for needy families even when the Post does not actually require their services. Another reason for employing Indians is to train them in building and in such crafts as carpentry, masonry, and blacksmithing. The welfare function of this kind of wage work is revealed by the fact that when a man with a large family is a drunkard the Post manager does not pay him in money but arranges credit for him at a store in Taunay or provides him with foodstuffs from supplies belonging to the Post.

(3) Three men were found to be making their living by carting, that is, transporting goods be-

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tween the Post and Taunay or between the Post and the neighboring ranches. One man had a horse and wagon while the other two had two-wheeled oxcarts. Farm produce, building materials, and general merchandise make up the loads. In traveling short distances the Terena usually ride horses or walk; for long-distance travel they use the railroad.

(4) Three men were found to be employed as carpenters in the village. These men were making simple articles of furniture, such as tables and benches, and making or repairing yokes for oxen and parts for sugarcane presses.

(5) Two men, although living at the Post, were employed as masons in Taunay. Sometimes these men worked for the Post and sometimes on special jobs in the neighboring towns. They claimed they received 40 cruzeiros per day.

(6) Two men were making their living as commercial farmers, producing and selling manioc meal, raw sugar, milk, and meat. Some of this produce was sold in the village either to the stores or directly to the Indians. In addition, some produce, particularly manioc meal, was sold to ranches nearby.

(7) One man was found employed in making and repairing shoes and sandals and repairing saddles and harness. Most of his work was supplied by the demands of the village, but missionaries, also, at times used his services.

(8) One old man was found making a living by weaving baskets, fans, and hats from palm fiber. For his fans, which are widely used by Indians and Brazilians alike for maintaining charcoal kitchen fires, he receives 5 cruzeiros apiece from the storekeepers in Taunay.

(9) The remainder of the Terena at the Post were making their living by subsistence agriculture at this time.

Only very general conclusions could be made concerning the money income of the Terena living at Bananal. If approximately 100 men are receiving money income in the form of wages from sources outside the village the year round, this sum would constitute the major portion of the cash available for cash expenditures. Allowing 15 cruzeiros per day (the going wage on ranches) and a 5-day week, this would give the village a total of 390,000 cruzeiros per annum. To this would have to be added the money income of six

[Lalima]

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group of seven dwellings situated near Barreiro stream, on the boundaries of the reservation, in an area of campos utilized for cattle-raising by the Serviço de Proteção aos Índios and by the Indians themselves.

As for the production areas of the community, it can be said that three-fifths of the reservation consist of winter pastures and "second-growth" campos for cattle-raising. The remainder is used for buildings and farm plots. As can be seen, Lalima is characterized by being an aldea tied to pastoral activity, in spite of /the fact that most of the Indians work on/ their farm plots and at the extraction of angico bark on the fazendas of the município. Very few families own cattle, and only a small number of men are called upon to work with the post stock-raising.

Lalima's chief means of communication with the outside are two roads; one, 48 kilometers long, that goes to Miranda, and another, about four kilometers long, that connects the aldea to Pôrto Lalima, on the Miranda River. Each of these roads has, at points favorable to trade with the Indians, a "bolicho" that supplies--at prices much higher than in Miranda--varied merchandise to its population. The nonexistence of frequent and inexpensive boats to Miranda makes the most common means of access to the city the long road, which is usually traveled on foot. This seems to be the factor most conducive to the constant immigration of Terêna Indians to the aldeas close to the city, as referred to earlier. Among the tribal contingents that increased the population of Lalima, the most important are the Kinikinâu and the Terêna; and everything indicates that while the former remained in Lalima, the latter was the one that became the group to show the greater mobility.